

PRICE \$2½ PER MONTH.

INTIMATIONS

PAN STEAMSHIP COMPANY.
R LONDON, VIA SUEZ CANAL.
 & Company's Steamship
"ORESTES."
 J. K. Webster, will be despatched TO-
 morrow, the 7th instant, at 4 o'clock P. M.
 Freight or Passage, apply to
UTTERFIELD & SWIRE, Agents.
 Hongkong, 7th June, 1880. [500]
FOR MANILA, VIA AMOY.
 Spanish Steamer
"EMUY."
 Master, will be despatched for the above
 TO-DAY, the 7th inst., at 4 o'clock P. M.
 Freight or Passage, apply to
ARMEDIOS & Co.
 Hongkong, 5th June, 1880. [558]
NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES
QUEBOTS POSTE FRANCAIS.
 & Company's Steamship
"VOLGA."
 Commandant Guirand, will be despatched for
 YOKOHAMA
 TOMORROW, the 8th instant, at 5 A. M.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 7th June, 1880.
NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES
QUEBOTS POSTE FRANCAIS.
 & Company's Steamship
"YANGTSEE"
 Commandant Champenais, will be despatched for
 SHANGHAI
 TOMORROW, the 8th instant, at 5 A. M.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 7th June, 1880.
SWATOW, AMOY, AND FOOCHEW.
 & Company's Steamship
"NAMOA."
 J. K. Webster, will be despatched for the
 above Ports on WEDNESDAY, the 8th inst.,
 at 4 o'clock P. M.
 Freight or Passage, apply to
DOUGLAS LAIRAIR & Co.,
 Agents.
 Hongkong, 7th June, 1880. [558]
FOR BANGKOK.
 & Company's Steamship
"CONSOLATION."
 J. Young, Commander, will be despatched
 for the above Port on THURSDAY, the 10th
 instant, at Daylight.
 Freight or Passage, apply to
YUEN FAT HONG,
 Agents.
 Hongkong, 5th June, 1880. [557]
SAM TO BOMBAY, VIA STRAITS.
 M. P. & O. S. N. Co.'s Steamship
"CHINA"
 will be for the above places on THURSDAY,
 the 10th instant, at 4 P. M.
 A. McIVER,
 Superintendent.
 Hongkong, 7th June, 1880. [569]
EUROPEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY,
 & Company's Steamship
 Freight or Passage, apply to
 Messrs. J. K. Webster, at through rates
 for SHANGHAI, TIENTSIN, HANKOW,
 & other Ports on the YANGTSEE.
 & Company's Steamship
"RECTOR."
 J. K. Webster, will be despatched for the
 above Ports on THURSDAY, the 10th instant,
 at Daylight.
 Freight or Passage, apply to
 Messrs. J. K. Webster, at through rates
 for SHANGHAI, TIENTSIN, HANKOW,
 & other Ports on the YANGTSEE.
 & Company's Steamship

Freight or Passage, apply to
UTTERFIELD & SWIRE, Agents.
 Hongkong, 7th June, 1880. (960)

B R A N D T & C O.
 SHIPWRIGHTS,
 BLACKSMITHS, CAULERS,
 IRON AND BRASS FOUNDERS,
 JOINERS, AND COOPERERS.
 We take under English supervision, and
 on the most REASONABLE TERMS,
 WEST POINT, HONGKONG.

G. FALCONER AND CO.,
 WATCH AND CHRONOMETER
 MANUFACTURERS AND
 JEWELLERS.
 OPTICAL INSTRUMENTS, CHARTS,
 AND BOOKS.
 No. 46, QUEEN'S ROAD CENTRAL.
NOTICE TO MARINERS.
 No. 118.
 CHINA SEA.
 SWATOW DISTRICT.
 MAP OF SWATOW DISTRICT.

is hereby given that the CAPE OF
HORN LIGHT was exhibited for the First
time on the 18th of the 23rd instant.

The Illuminating Apparatus is Dioptric of
Fourth Order, showing a fixed RED LIGHT
to S. E. 10° E. a fixed WHITE LIGHT for
about a second and a fixed WHITE LIGHT
to S. W. 10° E. round by S. and W. N. 81° E.
a fixed RED LIGHT eclipsed for about 4
seconds every half minute from 81° E. till it
is in the N. by N. Point. The Boating
Light is from S. seaward.

The Light is elevated 12 feet above the level
of the water, and in close proximity to the
light can be visible at a distance of 15
miles, and the RED LIGHT at 8
miles, and the RED LIGHT at 8
miles is round, of iron, 10 feet high and
the height from its base to the lantern
22 feet.

Tower, Dwellings and, Boundary Wall
are white.

Coordinates Position.—Lat. 23° 14'—
Long. 116° 47'.

Order of the Inspector-General of Customs,
DAVID M. HENDERSON,
Engineer-in-Chief.

M. Westcott, Comd.

No. 31st May, 1880. [Im94]
NOTICE TO MARINERS.
[No. 119.]
CHINA SEA.
SWATOW DISTRICT.
SUGAR LOAF ISLAND LIGHTHOUSE.
It is hereby given that the SUGAR LOAF
LIGHT was exhibited for the First Time
on the 29th instant.
The Lighthouse is situated on Sugar Loaf Island,
in the Order, showing a fixed White Light
of Red Fishes at half minute intervals
all round.
The light is elevated 200 feet above the level
sea, and, in clear weather, it should be
visible about 16 nautical miles.
The tower is round, of iron, 98 feet high, and
the lantern heights from its base to the lantern
glass 117 feet.
The Lower and Lantern Domes are painted
with the Deadweight white.
The height of the lantern glass from the sea is
231 feet.

DAVID M. HENDERSON,
Engineer-in-Chief.
Maritime Customs,
Engineer's Office.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSARY
CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.

PATENT MEDICINE VENDORS.

DIAGNOSTIC SYSTEM.

And

SHIP'S MEDICINE CHESTS REBUILT.

PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or

HONGKONG DISPENSARY, 131

NOTICES TO CORRESPONDENTS.

Articles for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, JUNE 7th, 1880.

It is very clear, from the accounts given by the Japanese native papers and by the *Japan Gazette*, that the American corvette *Ticonderoga* met with the coolest reception from the Koreans when she made her brief call at the port of Pusan a short time since.

It appears that the Korean Authorities told the Japanese Consul, who undertook to represent the wishes of Commodore Seward, that they would never agree to enter into treaty relations with the United States, and they seemed to cherish a bitter remembrance of the former visit of the Americans to their shores.

On that occasion (1871), the Hon. F. E. Low, then U.S. Minister in China, was charged with the task of negotiating a treaty with Korea, and the American squadron in Eastern waters, having assembled at Nagasaki, sailed from that port on the 16th of May, and three days after anchored off Bohe Island, near the mouth of the Salween River. The fleet consisted of the *Colorado*, flagship of Rear-Admiral Rowan, the *Albatross*, *Benedict*, *Palmer*, and *Monoway*, the whole force amounting to 85 guns and 1,300 officers and men. In an attempt to survey the river, on June 1st, the *Palmer* and *Monoway* were fired upon from the Korean batteries, and the latter vessel ran upon a rock and knocked a hole in her bottom. On the 11th of the same month a considerable force landed to punish the Koreans, and a lieutenant and two or three men of the U.S. Navy were killed and several wounded; 250 Koreans were found killed around the works, besides a lot who were shot in the ravines and who perished in the river. Having this fresh in their recollection, it is not surprising that when the *Ticonderoga* left for Japan a salute was fired by the Koreans to indicate to the people the expulsion of the enemy, and, according to the Japanese reports, every effort is being made to resist by force any attempt on the part of the Commodore to enter negotiations. Our Yokohama contemporary intimates that Commodore Seward has telegraphed to Washington for instructions, which he now, we presume, awaits, before making another application for admission through the closed portals of the "Forbidden Land." It is simply marvellous that the Korean Government—ignorant though they be of the real extent of the power and resources of Western States—should persevere in refusing to listen to the offers of foreign Governments to enter into treaties with them. The Koreans should at least know the hopelessness of resisting the pressure to which they are well aware China and Japan have had to yield, and must be easily satisfied in their refusal to accept of a salute as a matter of course has no difficulty in securing his quarry. The Koreans are just about as stupid as the ostrich, and their refusal to emerge from their isolation is likely to be as effectual in its result as the bird's feeble effort to conceal itself. The Japanese aver that the Korean officials are obstinate and unperceivable, and it is only justice to the former to say that all past experience of the Korean officials tends to support this assertion. It is a pity, however, that the Korean Government are not more amenable to reason, for it would be more satisfactory for Commodore Seward to accomplish his mission by peaceful means. It is hardly likely that his Government will be content to accept a salute at the hands of a set of ignorant barbarians like the Koreans, who would no doubt soon alter their time, if they saw the *Ticonderoga* reappear, with three or four more men-of-war in her train. Even if their will were ever so good, the Koreans have not the means to resist Commodore Seward's demand, backed as it would be by an imposing naval display. The Power that compelled Japan to enter into the treaty of nations need not hesitate—if it cares to exert itself—to make Korea give up her rigidly maintained seclusion. If the American Government decide to abandon the attempt, the Russians are not likely to neglect their, though they have, for the nonce, seems, sustained a check. As we have before remarked, the best and only chance Korea has of maintaining her independence in the future is for her to enter into diplomatic relations with foreign countries. She cannot expect either China or Japan to intervene on her behalf, for, instance, Russia, seeing the advantages that would accrue from possession of the peninsula, should step forward and declare her intention of annexing it. By allowing foreign interests to be created in the country and promoting trade with other lands, the Korean Government would be doing their best to prevent the early absorption of their territory into that of their colonial neighbour. Korea has everything to gain by abandoning her present narrow policy of isolation, and it is to be hoped the Japanese officials there may yet be able to make this apparent to the benighted Government.

The delivery of the French mail was begun at 12.30 p.m. yesterday.

The *Porter* arrived at Hongkong on the 28th April from Hongkong.

The corvette *Encounter*, 14, Captain Ron. A. D. Sanjour, arrived at Shanghai on the 28th ultimo.

The P. and O. steamer *Miraflores*, with the next outward English mail, left Singapore at 7 a.m. on Saturday for this port.

The Agents (Messrs. Butterfield & Swire) inform us that the *Ocean Steamship Company's* steamer *Hongkong* will depart for Hongkong yesterday morning for Hongkong.

The Heads of Departments have been notified that the annual meeting of the same will apply this year as last of allowing one day's holiday per week to Government officers.

The Messageries Maritimes steamer *Polge*, Captain Guiraud, went round to Aberdeen dock on Saturday morning early, and returned to harbour again yesterday morning about nine o'clock.

On receipt of the telegram on Saturday, announcing the death of the Empress of Russia, flags at the British and Anglo-French Consulates were hoisted at half-mast until sunset.

Rear-Admiral Ashcroft, Russian Navy, paid visit on board the German frigate *Prinz Adalbert*, 15, Captain Koster, bearing the flag of Commodore MacLean, on Saturday afternoon, and was saluted on leaving the vessel.

According to annual custom, a grand festival of English Freemasons was held on the 28th April for the election of new Wardens and Grand Masters of the Order. His Royal Highness the Prince of Wales, amongst those present were Mr. S. Rawson, Past District Grand Master for China.

Morning for the Empress of Russia will be observed to-day, and at night the flags on the Government buildings, and at the Consulate will be hoisted at half-mast, and the shore battery and men-of-war will fly twenty-one guns; the Russian flag will fly thirty-one guns, as it is the custom in the Russian Navy on the occasion of the death of an Emperor or Empress to fire all the guns on board the ship, but not less than thirty-one.

The Brazilian Minister, and suite, accompanied by Mr. A. G. Romano, Brazilian Consul at Hongkong, arrived at Canton by the steamer *Comandante* on Wednesday morning, and on the 1st of the month, notwithstanding the unfavorable weather that had set in, Thursday was spent in sight-seeing and shopping. The British Consul, Mr. F. C. G. Romano, Brazilian Consul at Hongkong, arrived at Canton by the steamer *Comandante* on Wednesday morning, and on the 1st of the month, notwithstanding the unfavorable weather that had set in, Thursday was spent in sight-seeing and shopping.

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The N. O. Daily News of the 28th ult. says: The G.M.S.N. Co.'s steamer *Kiangning* met the *Porter* at the mouth of the Salween, yesterday afternoon. It is reported that the *Porter* was on her way to Hongkong, and the *Kiangning* was on her way to Shanghai.

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